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THIS TIMES FOUNDED 1885

WHOLE NUMBER 16,773.

RICHMOND, VA., TUESDAY, FEBRUARY 21, 1905.

PRICE TWO CENTS.

DARES MILES TO PRODUCE LETTER

Mrs. Davis Makes Caus-
tic Reply to Gener-
al's Statement.

SAYS HE TREATED
HUSBAND CRUELLY

Not Trusting to One Whose
"Perceptions of Truth Are So
Vague and Misty," De-
mands Photographic
Reproduction of Al-
leged Letter.

(Special to The Times-Dispatch.)
SAVANNAH, Ga., Feb. 20.—Mrs. J. Davis, wife of the Savannah Press, Mr. Jefferson Davis, calls upon General Nelson A. Miles to produce a letter, which he claims to have from her, thanking him for his kind treatment of President Davis at Fortress Monroe or to come referring to it.

Her letter says in part:
"I have not the least memory of having written such a note to him. It is conceivable that whilst in ignorance of the facts or in hopeful recognition of some improvement in the treatment inflicted upon my husband, I may have made some acknowledgment of what I may have construed as common humanity at a time when I knew the facts as they existed, I neither could nor would have written save in indignant protest."

"Forty years have passed since General Miles perpetrated any cruelties for which he is now undergoing some measure of punishment at the hands of his own public. During that period, he has not hesitated to shift the responsibility for his acts upon other shoulders. The publication of instructions under which he claims to have acted and the correspondence which led up to them, have long since convinced every candid mind that his treatment of Mr. Davis was gratuitous, neither justified nor required by the orders of his superiors."

"The public attention cannot be deflected from the terrible charges under which General Miles rests by a controversy over a letter concerning even the existence of which no stronger proof is advanced than the bare assertion of General Miles. But in so far as it may be of any importance, my estimate of General Miles' character is such that I am constrained to demand that if the letter exists a photographic reproduction showing the exact place of writing, the contents and the signature be given to the public. If it is of the vital importance which General Miles seems to claim, surely the situation from his own standpoint suggests that the slight trouble involved would be justified."

"In a memoir of Mr. Davis's life, written by myself, after his death, I exposed General Miles as fully as I thought was needful, but purposely added very little to the testimony of General Miles's subaltern, Dr. Craven, furnished in his 'Prison Life of Jefferson Davis,' printed in the New York Times. Mr. Davis was still a prisoner. I had experienced so many times General Miles's adroit evasions and subterfuges of his own invention for the purpose of robbing the world of the truth in other matters, that I did not wish to be put in a false position. I had been told by many of the devoted friends of my husband that I was guilty of a close association with educated gentlemen, no doubtless feels the shame which the passions attendant upon war are passing away and he stands forth revealed to his countrymen in his true light. We are cautioned in every way not to bring a false accusation against any soldier, however great his faults, and I do not desire any controversy with any one, especially not with one whose perceptions of truth are so vague and misty."

"Respectfully,
"V. JEFFERSON DAVIS."

PRESIDENT GIVES UP
HOPE FOR RATE BILL

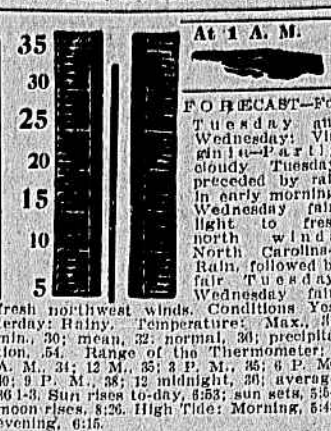
May Call Extra Session in Oc-
tober to Deal With
Question.

(By Associated Press.)
WASHINGTON, Feb. 20.—President Roosevelt, who for weeks has been hopeful that some definite action might be taken at the present session of Congress on the railroad rate question, practically has relinquished the idea of securing legislation on the subject this winter. It is reasonably certain that he will not call an extraordinary session of Congress to meet in the spring, but, unless he changes his mind, he will call Congress together, probably next October. Representatives Esh and Townsend, joint authors of the rate bill, which passed the House, had a talk with the President today. They agreed with him that the prospect for the enactment of rate legislation at this session was remote. As they left, the President expressed the conviction that an extraordinary session would be called for next autumn to deal with the rate question.

DONOHUE IN COURT
CHARGED WITH LIBEL

(Special to The Times-Dispatch.)
NEW YORK, Feb. 20.—Donohue, financial editor of the New York "Commercial," was arraigned before Magistrate Scharf, in the Centre Street Police Court, today, on a charge of libel, preferred by Herbert Gray, of Haverhill, Mass. The arrest grew out of the "Frenzied Finance" war waged by Thomas W. Lawson, Mr. Donohue, in writing an article on "The Truth About Frenzied Finance," referred to Gray as a friend of Lawson, who ran a pool room in Boston.

POINTER ON THE WEATHER



J. SAMUEL M'CUE'S WILL IS PROBATED

He Leaves All of His
Property to His Four
Young Children.

FOUR BROTHERS
MADE EXECUTORS

They Gave Bond in the Sum
of a Hundred Thousand Dol-
lars—Are to be Guardians
and Trustees—Monu-
ment for McCu's Pa-
rents Provided for.

(Special to The Times-Dispatch.)
CHARLOTTESVILLE, Va., Feb. 20.—The will of J. Samuel McCue, hanged here February 10th for the murder of his wife, Fannie Crawford McCue, was admitted to probate in the Corporation Court this afternoon.

Four of the six brothers of the deceased—William H. McCue, Leslie H. McCue and Edward O. McCue—qualified as executors, giving bond for one hundred thousand dollars in the American Bonding Company. The document, which is in the handwriting of the deceased, and is dated September 10th, six days after the tragedy, and three days after McCue's arrest, is as follows:

"I, J. Samuel McCue, of Charlottesville, Va., do make this, my last will and testament. I desire that all of my just debts shall be paid as soon as may be conveniently done.

"I desire, bequeath, grant and give my entire estate, real, personal and mixed, of every kind and description, to my four beloved and darling children—James William McCue, Samuel Overton McCue, Ruby Grigsby McCue and Harry Moon McCue, share and share alike.

"And I appoint and designate as executors of my estate my four following and beloved brothers—William H. McCue, Charles M. McCue, Leslie H. McCue and Edward O. McCue; and while I have entire confidence in their integrity, yet I deem it best that they give some bonded or guarantied company as security.

"And I further designate and appoint my four above mentioned brothers as trustees for my said four above-mentioned children for the three years until they, respectively, attain their majority or become twenty-one years of age, and for my said daughter, Ruby Grigsby McCue, continuing, and they may use such portions of her share of my estate as they may deem proper for her use and benefit, and as may be necessary for her comfort and proper station in life, and my said daughter's education.

"His Brothers Trustees.

"And I further designate and appoint my four above mentioned brothers as trustees for my said four above-mentioned children for the three years until they, respectively, attain their majority or become twenty-one years of age, and for my said daughter, Ruby Grigsby McCue, continuing, and they may use such portions of her share of my estate as they may deem proper for her use and benefit, and as may be necessary for her comfort and proper station in life, and my said daughter's education.

(Continued on Second Page.)

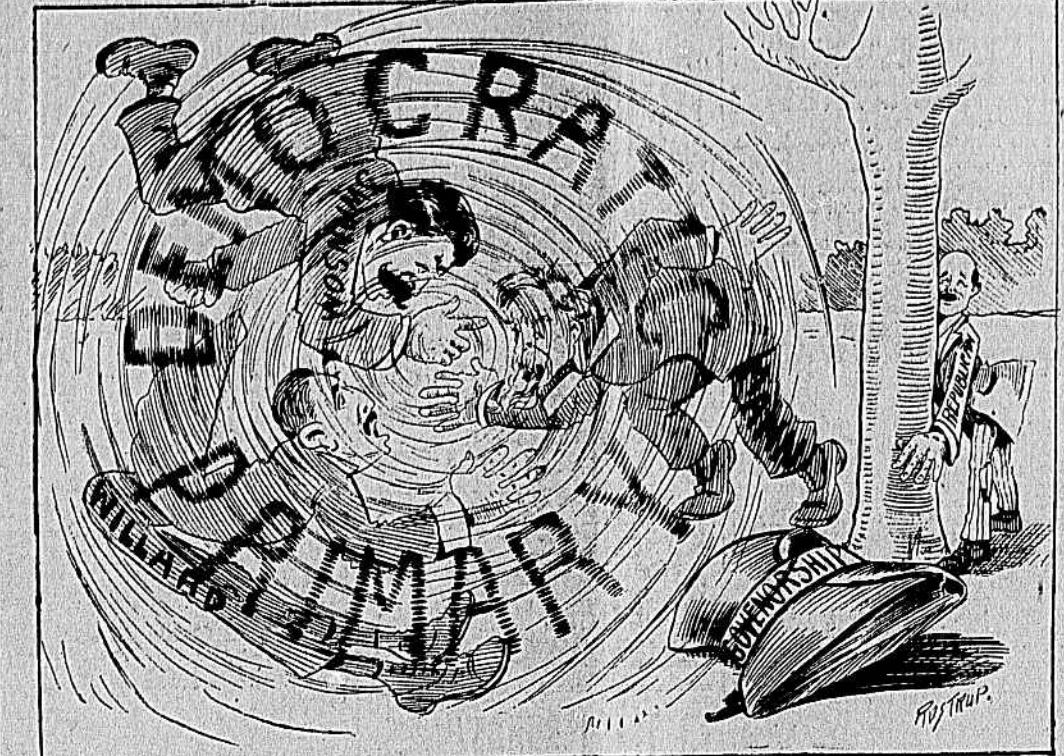
RUNNING TO RANKS;
MORTALLY STRICKEN

Midshipman Battle, of North
Carolina, Dies at Naval
Academy.

(By Associated Press.)
ANNAPOLIS, Md., Feb. 20.—The medical authorities at the Naval Academy this afternoon performed an autopsy upon the body of Midshipman Samuel Westray Battle, to determine the cause of his sudden death yesterday. Their examination revealed the fact that the youth's heart was not organically weak, anemic or heart failure having been due to excessive fatigue caused by his running to reach his place in the ranks. At the same time it developed that fatigue was brought on by a blood clot on his brain due to an old wound. This wound on the head appears to be a year or more old, but it is not known how he received it. His father, Surgeon S. W. Battle, United States navy, retired, will arrive here to-morrow to take the body to his home at Asheville, N.C.

The remains will be taken from here to-morrow, but the exact time has not been determined.

Military honors will be accorded the dead youth, a whole brigade of midshipmen and all of the officers and professors at the Academy attending the body to the station. While here Surgeon Battle will be the guest of Superintendent W. H. Brownson, of the Naval Academy.



THE POLITICAL WHIRL.

SOUTHERN MERGER NOW STEP NEARER

Directors of Sloss-Sheffield Com-
pany Consider Question
of Price.

COMMON, \$150; PREF., \$125

Long Talked of Combination
Seems Now in Fair Way
of Consummation.

(By Associated Press.)
NEW YORK, Feb. 20.—The directors and stockholders of the Sloss-Sheffield Company held an important conference today, at which the question of price was considered incidentally to a merger with the Tennessee Coal and Iron and the Republic Steel and Iron Companies. The directors were reticent as to the price they would require for the transfer of the controlling interest, but parties close to the board intimate that as a basis of negotiation, \$150 for the common and \$125 for the preferred would be asked.

It will be noted that no negotiations seem to be in progress by the Hoadley interests with the Tennessee Coal and Iron people. The parties interested in the deal bluntly state that there is no reason for negotiations with that company, as the Hoadley people have actually bought a controlling interest in the stock in the open market and when they are ready to carry out the scheme, they will be prepared to do so, so far as the Tennessee Company is concerned. These same interests have also been large buyers of the Sloss-Sheffield stock in the open market, but that stock is so held that a control could not be thus secured and negotiations, therefore, for such control have become necessary.

It is said that John W. Gates is engineering the combination and that he proposes to make it a formidable competitor of the United States Steel Corporation. Mr. Gates organized the American Steel and Wire Company and the Federal Steel Company, which are the principal subsidiary corporations of the great steel trust.

Several Meetings.

Several meetings were held yesterday in Wall Street, when terms were discussed. An important interest is held by H. Hoadley and a syndicate, which he organized, and it is said a price has been fixed for the Sloss-Sheffield, \$150 for the common, and \$125 for the preferred. The Hoadley interests have obtained a majority of stock in the Tennessee Coal and Iron Company and really control the negotiations in Mr. Gates's interest. These same interests have also been large buyers of the Sloss-Sheffield stock in the open market, but that stock is so held that a control could not be thus secured and negotiations for such control have become necessary.

It seems probable that the two furnaces owned by prominent men in the United States Steel Corporation, and perhaps one other, will be included also in the new company.

It is understood also that the general scheme of consolidation provides for paying cash for at least a controlling interest in the securities of the various companies with the privilege of subscribing afterward to the securities of a new company to be formed to take over the consolidation. In addition to the Republic, Sloss-Sheffield, Tennessee Coal and Iron and Alabama Consolidated, it seems probable that the United States Steel Corporation and perhaps one other will be included in the new company. Several important banking interests in Birmingham are in town and it is surmised that their visit at this time has to do largely with the last property to which reference was just made.

Finance Consolidation.

It is understood that several of the most important banking houses in this city have agreed to finance this consolidation if control of the different companies can be secured. These banks would name most of the directors and the consolidation would be controlled much the same as the American Locomotive Company was at the outset.

Persons who have heretofore been skeptical as to a merger of the Southern Iron and Steel properties have now changed their opinion and declare that the long-talked-of combination seems now to be in a fair way of consummation.

BUSINESS MEN ARE MADE HAPPY

Street Committee Acts Favor-
ably on the Free Bridge
Matter.

CAUSES LOUD CHEERING

Resolution Adopted Calling for
Early and United Action
Between the Cities.

Amid the acclamations of a large and representative audience of business men, the Committee on Streets last night, by a unanimous vote, adopted a resolution offered by Mr. John B. Minor, recommending that the Council co-operate with Manchester in constructing a free bridge on the site of the present Mayo bridge.

There was no dissenting voice on the general proposition, though some little discussion arose over the method of procedure. Two brief speeches were made in advocacy of the bridge by Messrs. Stuart Woodward and H. W. Wood, and when Chairman Pollock announced that the resolution was adopted and the first real step had been taken toward the new free bridge, connecting the cities of Richmond and Manchester, there was loud cheering and hand clapping all over the Council chamber.

The Resolution.

Mr. Minor's resolution is printed in full, as follows:

"Resolved, That this committee recommend to the Council for adoption—

"(1) A joint resolution agreeing to co-operate with Manchester in the acquisition of the present Mayo's bridge, if it can be obtained at a satisfactory price; and in building a new bridge on or about the site of said Mayo's bridge; the cost of said new bridge to be thereafter determined.

"(2) A joint resolution authorizing this committee, in conjunction with the city engineer and city attorney, to negotiate with the proper committee and officers of the city of Manchester, with a view to securing an agreement between the two cities as to the terms upon which and means by which a proper site for the said bridge should be acquired, as to the character and cost of said bridge, and as to all other matters as to which it is necessary or desirable that the two cities should act in unison."

In order to save time, Captain Mills and some other members desired the Street Committee to take action which would send the scheme further on its way, but the city attorney, who was present, advised that Mr. Minor's resolution be adopted, and his advice was followed.

A Popular Move.

It has been demonstrated beyond all question that the citizens of Richmond, and especially the business men favor the early building of a free bridge on the Fourteenth Street site, and that there is a strong sentiment in the Council, outside of the Street Committee, which body seems to be in hearty accord with the business community. The old Mayo Bridge and site are held at \$127,500. If the Finance Committee of the two Councils shall consider this price too high, they may proceed to condemn the property and secure it for less, but it looks as if the new bridge in a practical certainty, and that it will be constructed as soon as the Councils of Richmond and Manchester can go through the preliminaries necessary for its construction.

(By Associated Press.)
JACKSONVILLE, Fla., Feb. 20.—President Garner, of the Jacksonville Board of Trade, has returned from Washington, where he went to extend to President Roosevelt an invitation to visit Jacksonville.

The President assured him of his acceptance of the invitation, in a tour to include Richmond, Atlanta, Montgomery and possibly some other Southern cities, but fixing no definite time for the visit.

(Special to The Times-Dispatch.)
PATERBORO, Va., Feb. 20.—Mrs. Pettit, wife of the late Colonel William B. Pettit, of this place, died suddenly this afternoon at 7 o'clock. The funeral arrangements have not yet been announced.

IMMENSE LOSS IN BOSTON FIRE

Flames Apparently Unchecked
and Beyond All
Control.

STEAMER BURNED AT WHARF

Believed That Two of Sailors
Have Been Lost—Wharves
Destroyed.

(By Associated Press.)
BOSTON, Feb. 21.—A loss roughly estimated at half a million dollars was caused by a fire that broke out in Pier 4 of the Hoosier tunnel docks early today, destroyed Pier 3 and 4, damaged Pier 5, burned the upper works of the Furness-Leyland line steamer Philadelphia, and damaged the steamer Dalton. An immense grain elevator adjoining was saved. The fire was under control at 2:45 A. M.

(By Associated Press.)
BOSTON, Mass., Feb. 21.—A fire causing immense losses broke out on pier four of the Hoosier Tunnel dock, Charleston, early today. Its origin has not been determined, but it is believed to have started from spontaneous combustion.

Five alarms brought the greater part of the apparatus of the city to the scene. The flames spread with startling rapidity, communicating with the Furness-Leyland line steamer Philadelphia, which was tied alongside the pier, and in a few moments was in flames from stem to stern. It is feared that two of the sailors have been lost. When the flames were discovered most of the crew jumped overboard. Captain Dickinson himself hanging by a rope over the bow's side until he was assured that no one remained on board.

From the Philadelphia the flames jumped over to the steamer Dalton, which was tied alongside the pier, and in a few moments was in flames from stem to stern. It is feared that two of the sailors have been lost. When the flames were discovered most of the crew jumped overboard. Captain Dickinson himself hanging by a rope over the bow's side until he was assured that no one remained on board.

The two fireboats responded to the alarm, but had no appreciable effect upon the flames. The wharf was filled with valuable imported goods.

The Philadelphia arrived here Saturday from Liverpool. The Daltonhall was loaded with a valuable cargo and was to have sailed to-morrow.

Piers three and four have been destroyed, and the steamer Michigan, of the Warren Line, and the steamer Martello are threatened.

Fire Under Control.

Later—At 2:30 o'clock this morning it was believed that the spread of the flames had been checked, and that the loss would be confined to Piers 3 and 4 and the steamer Philadelphia and Daltonhall. Steamer Michigan and the Daltonhall were burning, but it was thought that the flames would not reach the hold.

She has a cargo valued at three quarters of a million dollars. One-fourth of her cargo, which included five thousand bags of wool, had been discharged.

Later it was ascertained that all the crew of the Philadelphia had been saved. Captain Dickinson's wife was taken ashore in a boat.

So far as known at that hour no lives had been lost. The Daltonhall was loaded with grain, but it was believed that the boat would not be a total loss.

At 2:45 the fire was said to be under control. The total loss now is roughly estimated at \$500,000.

PRESIDENT'S PLANS
FOR SOUTHERN TRIP

(By Associated Press.)
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BENEATH TONS OF EARTH OVER HUNDRED MINERS MEET FRIGHTFUL DEATH

PRESIDENT WILL PUSH OIL FIGHT

Assures Campbell That
Investigation Will be
Thorough.

STRUGGLE BEGINS
IN OTHER STATES

Texas, Wisconsin and Okla-
homa Territory Join Hands
With Kansas in Paving
Way for Stringent
Anti-Trust Leg-
islation.

(By Associated Press.)

WASHINGTON, Feb. 20.—Representative Campbell, of Kansas, the author of the resolution for an inquiry into the operations of the oil interests, had an extended conference with President Roosevelt regarding the investigation. Mr. Campbell informed the President he had received from the Texas Legislature a telegram urging him to request the President to extend the proposed inquiry to the methods of the Standard in the Beaumont field. The Standard Oil Company, Mr. Campbell told the President, was corrupt, for the defense and would resist to the utmost the government's investigation.

President Roosevelt assured Mr. Campbell that all the power of his administration necessary would be used in this investigation he is undertaking through the Bureau of Corporations into the affairs of the Standard Oil Company, to the end that the small producer, dealer and consumer alike shall have fair treatment, and that the same time no injustice shall be done the Standard Oil Company or any other concern.

Struggle in Kansas.

(By Associated Press.)
TOPEKA, Kan., Feb. 20.—On account of a small attendance of members the Kansas House today delayed the passage of the anti-trust bill until Friday. It will be made a special order for that date, and will be pushed through as rapidly as possible. The Holden bill, prohibiting the pumping of gas, will be considered by the Senate this week. It is expected that these bills will pass, and this will end the battle for the oil producers so far as legislation is concerned.

It is likely that the State of Kansas will make an independent investigation into the affairs of the Standard Oil Company, in addition to the one promised by the Federal government.

The Senate today passed a resolution protesting against the extension of the "Foster leaves" in the Indian Territory. The protest was telegraphed to President Roosevelt to-night.

Wisconsin in Line.

(By Associated Press.)
MADISON, Wis., Feb. 20.—Following the example of the Kansas Legislature, the Wisconsin Legislature, it is said, will soon investigate the Standard Oil Company. Two measures will be introduced, one a joint resolution for an investigation of the methods of the Standard Oil Company in Wisconsin; the other a bill looking to stringent anti-trust legislation.

Oklahoma Takes Up Fight.

GUTHRIE, Okla., Feb. 20.—A bill providing for a territorial oil refinery will be presented in the House this morning. It is said, however, that the corporation operating in Oklahoma to sell its product at an equal price throughout the territory.

THE ENTIRE TRAIN LEAVES THE TRACK

Fireman Buried Under Tender.
Two Passengers
Hurt.

(Special to The Times-Dispatch.)
FRONT ROYAL, Va., Feb. 20.—East-bound passenger train No. 214 of the Southern Railway, jumped the track while rounding a sharp curve at the "Y" one mile from this place, this morning, causing severe injuries to one passenger and the engineer and fireman also de-

stroying two cars and the engine.

After leaving the track the train ran about fifty yards, dragging the express, baggage and mail coaches, which were overturned.

The train had just left the station here, and, according to the engineer's report, was running at the rate of fifteen miles per hour, when the engine suddenly lurched and left the track, taking with it the entire train, leaving the track empty.

The engineer, who was slightly making his first run on this branch, jumped. The fireman, when found, was buried under the tender and coal, and a pick and shovel had to be employed before he was extricated. A miracle was wrought in saving the lives of the passengers, a large number of whom were aboard.

Those injured were: William Moore, engineer of Alexandria, arm dislocated, limbs swollen, face bruised; Nat Thornton, colored, fireman, of Alexandria; body and limbs scaled, face cut; Edward Mitchell, of Strasburg; back and internal injuries; C. M. Chiles, of Strasburg; leg injured. Physicians were summoned from Front Royal and Strasburg.

Terrible Disaster Eight-
teen Miles From
Birmingham.

THE ACCIDENT WAS
DUE TO EXPLOSION

Relief Trains Being Rushed to
Scene, But Little Hope
of Rescue Exists.

FOUR DEAD; FOURTEEN
HURT IN OHIO MINE

(By Associated Press.)
BIRMINGHAM, Ala., Feb. 20.—By an explosion in the Virginia Mines, about eighteen miles southwest of Birmingham at 4 o'clock this afternoon between 110 and 135 million miners are entombed, and it is believed that the entire number suffered death. Scores of victims are at work digging into the mine to relieve their friends and comrades on the inside.

The explosion is believed to have been caused by an accumulation of dust, although the mine has heretofore been noted for being entirely free from dust. It is also believed that as the entire quota has probably been killed, the details of the cause of the disaster will never be known.

Details Meagre.

The news spread like wildfire throughout the whole district. The camp is almost isolated from the rest of the world, as there is no telephone station at Virginia, and the only wire running to the place is a dispatch wire from the Birmingham Mineral Railroad, on which Virginia is located. Details of the disaster were slow to come in, but each man who arrived in the city from the scene told a more gruesome story of the horror.

The class of miners employed was the best in the district, and all belonged to the United Mine Workers of America. Since the strike has been on in the Birmingham district many of the most skillful and thrifty miners of Pratt City and other important mining points have moved to the Virginia Mines, so that the mines were being worked by the most skilled miners of the district.

Work of Rescue.

Relief trains with surgeons and workmen were dispatched from both Birmingham and Bessemer as soon as the news of the disaster was learned. They began the work of rescue in earnest before six o'clock, and at midnight had not gotten farther than the entrance of the mine. It is thought that it will be 10 o'clock to-morrow morning before the interior of the mine is reached. The slopes are well arranged, and there has never been the least trouble in the mines before. They are owned by the Alabama Steel and Wire Company, but are leased and operated by the Reliance Company.

J. D. Hillhouse, assistant state mine inspector for Alabama, will go to the mines early to-morrow morning to investigate the disaster officially.

President Ed. Flynn, of the Alabama United Mine Workers (through National Coal Company), together with the Hillier, district organizer, have left for the scene.

President Flynn said before leaving that there were 135 men employed in the mine regularly, but as yesterday was pay day he could not say whether the full quota was in the mine at the time of the disaster or not.

FOUR DEAD; FOURTEEN
INJURED IN OHIO MINE

Men Hurlled in All Directions
by Explosion of Old
Boiler.

(By Associated Press.)
ST. CLAIRVILLE, Ohio, Feb. 20.—Four men are dead and fourteen injured, six of them seriously, as the result of the explosion today of a stationary boiler at No. 1 Mine of the Providence Coal Company, near here. Among the dead was William Adams, president of the local branch of the United Mine Workers of America.

The mine shaft, which had just recently been completed, has not been operated daily on account of installation of new mine machinery, but in the morning reported every day to learn if their services were needed.

To-day was wet and cold, and the men congregated in the boiler house, a temporary structure, equipped with an old boiler, which had been used in sinking the shaft. The boiler was in use pending the installation of the new boiler.

Without a moment's warning the boiler exploded with a terrific report, hurling the men in all directions and blowing the building to fragments.

SEVENTIETH CAN'T
ESCORT PRESIDENT

(By Associated Press.)
WASHINGTON, Feb. 20.—General Wilson, chairman of the Inaugural Committee, has been advised by Colonel Higgins, of the Seventy-first Regiment of Infantry of Virginia, that that entire command is anxious to march in the parade, already assigned to the company of Rough Riders and Squadron "A," of New York, as the presidential escort.